

MAYORS ON CIVIC ISSUES OF TO-DAY.

City Officers Furnish the Journal with Their Opinions on Leading Municipal Questions.

A Unit for City Ownership of Gas and Water Works, but Divided on Civic Control of Street Railways.

Columbus, Ohio, Sept. 28.—To secure an idea of the attitude of the Mayors of the largest cities of the United States, now attending the conference in Columbus, regarding municipal ownership of franchises now in the hands of private corporations and other municipal issues, a representative of the New York Journal interviewed distinguished delegates on the following questions:

1. "Do you favor municipal ownership of gas and water works and street railways?"
2. "Do you believe the licenses of saloons should be high or low?"
3. "Do you believe that the saloon should be allowed to operate Sundays under certain restrictions?"
4. "Should the employees of city governments be under the civil service?"

The Mayors seem to be a unit in favor of the ownership of gas and water works. They are divided regarding the ownership of street railway franchises. A majority of them are of the opinion that the municipalities should own the street car lines. Nearly all believe that saloons should be licensed high. Some believe that saloons should be allowed to do business on Sundays under certain regulations and restrictions. Much difference of opinion exists as to the civil service. The Mayor of Des Moines, for instance, believes that the establishment of civil service in cities is the solution of all vexatious social and economical problems of the Americans of to-day, while eight or ten other Mayors denounce the civil service in terms unequivocal.

Following are some of the replies received:

Mayor Geyer, of Allegheny City.

Columbus, Sept. 28.

Editor New York Journal:

Allegheny City owns her own water works and makes money out of its ownership of this franchise, too. Consequently, I believe in and favor municipal ownership of water works. Allegheny also owns her own electric street lighting plant, and the city saves \$25 per acre lamp. I don't believe it advantageous for a city to operate its own street car lines. The private corporations owning the franchises in Allegheny City pay the city the sum of \$25,000 per year.

Saloons should be licensed high. In Allegheny the saloon keepers have to pay a yearly license of \$1,000. We find the high license to be a good thing. The saloons ought to be closed on Sunday.

The employees of a city, I believe, ought to be under an honest civil service. It would be better for the employees and better for the city.

CHARLES GEYER,
Mayor of Allegheny City.

Mayor McMurray, of Denver.

Columbus, Sept. 28.

Editor New York Journal:

I am heartily in favor of municipal ownership of water works, street car franchises and gas or electric lighting plants. Denver does not own her lighting plant, her street car franchises, or her water works, but she ought to. And she may also in the near future. We are now at work with this end in view.

The saloon license should be high, and the laws regulating the saloon traffic should be concise and stringent so long as we have to put up with the saloon at all.

I believe that employees of city governments ought to be under civil service regulations.

T. S. McMURRAY,
Mayor of Denver.

Mayor Doran, of St. Paul.

Columbus, Sept. 28.

Editor New York Journal:

I am not quite sure that it is wise for American municipalities to own their street car lines, but put me down in favor of the municipal ownership of the gas and electric light plants and water works. The cities should own these institutions.

I favor a high saloon license and closed saloons on Sundays. In many instances good results are derived by putting the saloon under very strict discipline and allowing them to be open certain hours on Sunday.

I favor the civil service in so far that it implies a competitive examination for applications for work under city governments, and the appointment of successful candidates for a definite, not an indefinite period of time.

F. D. DORAN, Mayor of St. Paul.

Mayor McVicar, of Des Moines.

Columbus, Sept. 28.

Editor New York Journal:

I certainly do favor municipal ownership of street railways, gas and waterworks, and street lighting plants wherever practicable. I favor high license for saloons and believe saloons ought to be closed Sunday.

I am emphatically in favor of civil service. I believe that in the establishment of civil service will be found the true solution of many problems in American cities. The civil service will annihilate all objections which have been or will be urged against municipal ownership.

JOHN M'VICAR, Mayor of Des Moines.

Mayor Evans, of Birmingham.

Columbus, Sept. 28.

Editor New York Journal:

In the abstract I believe in the municipal ownership of street car lines, gas and electric light plants and water works, but in some instances it would not be an advantage to the city to own its street car service, its light plants and its water works. Surrounding conditions will indicate when and where it is well and good for a municipality to own its franchises now sold outright or leased to private corporations.

The saloon license should be as high as one can put it, and Sunday should be a day of peace and rest. Saloons should be universally closed on Sunday.

I am altogether opposed to the civil service.

F. V. EVANS, Mayor of Birmingham.

Mayor Pratt, of Minneapolis.

Columbus, Sept. 28.

Editor New York Journal:

In certain cities the gas and water works as well as the street railways should be owned by the municipality. In Minneapolis we own our own water works, and we make money. We are not ready yet to take charge of and control the gas works and the street railways. Philadelphia has owned its gas works since 1841, and I understand, she is losing \$150,000 per annum at the gas business. In many cities electricity is supplanting gas as an illuminant. Wherever feasible gas and electric lighting plants the city should control them.

The saloon license should be high. No one can answer the question regarding open saloons on Sunday and make himself understood. At least I cannot. I believe it to be a good plan to gradually put employees of a city government under civil service rules and regulations.

ROBERT PRATT,
Mayor of Minneapolis.



General Neal Dow, of Maine, Dying at His Home, in Portland.

Portland, Me., Sept. 28.—General Neal Dow, the veteran Prohibitionist, is at the point of death, at his home in this city.

It was on the 20th of last March that the whole temperance world celebrated the ninety-third birthday of General Neal Dow. For half a century previous he had held a unique place in the public eye, and for seventy years of his long life he had been a leader in temperance work. His first movement in this direction was when he

induced the town authorities of Portland, Me.—where he was born and where he now lies dying—to abstain from ringing the old town bell at 11 and 4 o'clock for the citizens to take a drink. He has ever been the implacable foe of drink, and though he naturally incurred the enmity of all connected with the liquor traffic, honors have been bestowed thickly on him.

In 1851 the Maine Legislature, after years of Dow's bombardment, passed the famous prohibition law.

The biography of Neal Dow deals with

what may be large figures. At sixty years of age he raised the Thirteenth Maine, and led it to the front, was shot four times, and landed in Libby prison. At an age when most men are dead, he lectured all over the earth on temperance; sixty-seven years ago he was married, and in 1880 he was the candidate for President on the Prohibition ticket.

It was his friends' hope that General Dow would live to be a hundred, but the Maltese cross, who made a careful examination of the physical condition of the plants and the possible capacity, cash was paid for every plant, and though 35 per cent of the stock of the trust was subscribed for by the malsters, in every case the present managers were left in charge of each plant.

Edward R. Johnson, when seen yesterday, was very reticent concerning the details of the organization. "Only this I have to remark," he said, "and that is that an increase in the price of malt is very foreign to the objects of the company. On the contrary, the price of malt will be reduced. The economies to be effected will easily permit this. Any rise in price invites additional business. The cost of malt to dealers down at the lowest possible point outdoors will be deterred from erecting opposition malting establishments, and the price of malt can be operated at a profit of 12 per cent."

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MALT AND GLUCOSE TRUSTS PUTTING CLAMPS ON TRADE.

The Former, in Control of the Market, Is to Be Incorporated.

The Latter Tries to Force Buyers to Purchase from No Other Concern.

"WILL NOT RAISE PRICES." ITS REBATE CIRCULAR.

Offers a Quarter of a Cent a Pound Off for Exclusive Orders.

Thus Says One of the Lawyers Who Secured Options on Malting Plants.

Offers a Quarter of a Cent a Pound Off for Exclusive Orders.

CAPITAL OF THIRTY MILLIONS. ANOTHER COMPANY MEETS IT.

Offers a Quarter of a Cent a Pound Off for Exclusive Orders.

The Guaranty Trust Company, J. P. Morgan and Moore & Schley Engineered the Concern Into Being.

So Far as Known No One in the Business Has Signed the Agreement Which Is Thus Offered.

The first open movement toward the consummation of the Malt Trust was made yesterday when the Guaranty Trust Company, of No. 65 Cedar street, ended upon subscribers to stock for their first payments and the incorporation papers were forwarded to the Secretary of State of New Jersey at Trenton.

The official name of this big trust, which controls three-fourths of the malt output of the United States, is the American Malting Company. Its capital stock is \$30,000,000 divided into 15,000,000 7 per cent cumulative preferred stock, and \$15,000,000 common stock. Of the former \$2,500,000 is held in the treasury of the trust, and of the latter \$1,250,000 is held.

The financial end of the organization has been upheld by the Guaranty Trust Company—which has handled all the subscriptions to stock—J. Pierpont Morgan & Co., the head of the bankers' syndicate, underwriting the issue of stock, and the banking house of Moore & Schley. As the working part of the organization are Elverson R. Chapman, of the firm of Moore & Schley; Edward R. Johnson, of the law firm of Johnson & Travis, of No. 50 Broadway, and Seymour Scott, of the Scott Malting Company, of Lyons, N. Y. Quietly but surely the steps have been taken which have led to the action of yesterday. Armed with letters to Philip D. Aronson and other prominent men in Chicago, Mr. Johnson was able to secure options on the various important Chicago malsters. Then Milwaukee was visited, and one after another the big malsters, the great brewing centers joined hands. While this work was under way Seymour Scott canvassed the local malsters and those in various portions of the Empire State.

With many of these options standing in the name of Edward R. Johnson and others in the name of Thomas Fitch, formerly United States Senator from Nevada, the assistance was asked of Elverson R. Chapman and the firm with which he is connected, J. Pierpont Morgan and the Guaranty Trust Company were next enlisted, and soon the vast machine was ready to begin work. As a first step the titles of all the component companies had to be examined. This work was given to the law firm of Stinson, Thatcher & Barnum, of No. 10 Wall street.

The capacity of the plants secured by the trust is three-quarters of the malt output of the Rocky Mountain region. In round numbers it equals 20,000,000 bushels of barley. Through economies alone the trust expects to effect a saving of 3 cents per bushel on malt. This saving alone will place the common stock on a dividend basis. On a showing of earnings for five years the malsters taken in can be operated at a profit of 12 per cent.

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